

Oakland International Airport

Airport Address

1 Airport Drive
Oakland, CA 94621

Air Cargo Contact

Brian Kidd, bkidd@portoakland.com
510-563-3624

Caltrans Contacts

District 4: Cameron Oakes, Cameron.Oakes@dot.ca.gov, 510-622-5758
HQ: Debbie Nozuka, Debbie.Nozuka@dot.ca.gov, 916-651-6012

Located on the east side of San Francisco Bay in Alameda County, Oakland International Airport (OAK) is part of a bustling intermodal trade hub. Owned and operated by the Port of Oakland, OAK is the largest cargo-carrying airport in the nine-county Caltrans District 4 San Francisco Bay Area.

OPERATIONS

Oakland International Airport operates 24 hours a day, 7 days a week without curfews.

FACILITIES AND SERVICES

- The 2006 Airport Master Plan identifies cargo as occupying 134 of the 2,600 acres of airport property.
- The largest carrier, FedEx, occupies over 300,000 square feet of sorting, distribution, and warehouse space at OAK.
- U.S. Customs and Border Protection officials are located on-site.
- The Oakland Foreign Trade Zone, located 1.5 miles away, consists of 500,000 square feet of buildings with direct state highway access.

AIRPORT TRADE CHARACTERISTICS

- At the FedEx import clearance center, up to 100,000 pounds of freight per day is processed from the Pacific Rim.
- Primary air freight destinations are domestic, with high frequency along the U.S. West Coast and transcontinental to FedEx and United Parcel Service (UPS) cargo hubs (in Memphis, Tennessee and Louisville, Kentucky, respectively).
- Combination carriers include Alaska Airlines, Delta, Southwest, and Norwegian.
- International service is mainly to Asia and the Pacific Rim.



SURFACE TRANSPORTATION NETWORK TRUCKING

Primary North-South Routes

- I-880, I-680, and US 101

Primary East-West Routes

- I-580/I-238 and I-80 (western leg of a national freight corridor)

Of the three main Bay Area cargo airports, OAK offers the most direct access and connections to major interstate highway corridors.

Restrictions: No trucks over 4.5 tons are allowed on I-580 from Foothill Boulevard in San Leandro to Grand Avenue in Oakland; Caldecott Tunnel (SR 24) no explosives, flammables, liquefied petroleum or

Freight Planning Fact Sheet

poisonous gas in tank, trailer or semitrailers (except 3-5 a.m.); I-80 San Francisco-Oakland Bay Bridge, no explosives/flammable tank vehicles.

SEAPORTS AND RAIL LINE ACCESS

- The Port of Oakland, the Bay Area's largest and busiest seaport, is located nine miles from OAK.
- Both Union Pacific (UP) and BNSF Railway provide Class I rail service to the Port of Oakland.
- Several port/rail projects in the Oakland, Alameda and Richmond areas will help reduce delays, improve efficiency and convenience, and increase terminal capacity for cargo.

PLANNED PROJECTS

- The Runway 12/30 Rehabilitation project includes centerline lighting infrastructure replacement and paving overlay.
- Remaining elements of the Runway Safety Area program, including electrical upgrades and vehicle service roads, are expected to be completed in 2017.
- Dike improvements to protect the airfield from existing geotechnical and future potential sea level rise and seismic events are programmed to begin in 2017.

OTHER AIRPORT FACTS

- By total cargo traffic, in 2015, OAK ranked 13th in North America.
- In 2015, OAK processed over 585,786 tons of air freight.
- According to the *San Francisco Bay Area Freight Mobility Study* (2013), air cargo volumes at OAK are forecast to increase to 778,900 metric tons (858,581 short tons) by 2040.

CONSTRAINTS AND ISSUES

- Trucking between the Bay Area and the Central Valley contributes to roadway congestion, safety issues, environmental, and pavement damage and impacts to the surrounding communities.
- High levels of congestion at the I-80/I-580/I-880 Interchange (MacArthur Maze) as well as the I-880 and I-580/I-238 corridors may impact the distribution of air cargo commodities traveling to and from OAK.

CALTRANS FOCUS AREAS

- Ways to alleviate highway bottlenecks along truck routes.
- Improve pavement conditions due to truck damage.
- Plans for handling sea level rise to ensure freight accessibility.

TRANSPORTATION PLANNING PARTNERS

Association of Bay Area Governments (ABAG):
<http://www.abag.ca.gov/>

Bay Area Air Quality Management District (BAAQMD): <http://baaqmd.gov/>

Metropolitan Transportation Commission (MTC):
<http://www.mtc.ca.gov>

Oakland International Airport (OAK):
<http://www.oaklandairport.com/>

Port of Oakland: <http://portofoakland.com>

RESOURCES

Air Cargo Mode Choice and Demand Study (2010), prepared for Caltrans by TranSystems:
http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/Air_Cargo_Mode_Choice_&Demand_Study_080210.pdf

Air Cargo World: <http://www.aircargoworld.com>

Caltrans Office of Truck Services:
<http://www.dot.ca.gov/hq/traffops/trucks/truck-length-routes.htm#step-2>

California Freight Mobility Plan (2014), Caltrans:
<http://www.dot.ca.gov/hq/tpp/offices/ogm/cfmp.html>

San Francisco Bay Area Freight Mobility Study (2014), Caltrans

http://www.dot.ca.gov/hq/tpp/offices/ogm/regional_level/FR3_SFBAFMS_Final_Report.pdf#zoom=85

San Francisco Bay Area Goods Movement Plan (2016), MTC:

<http://mtc.ca.gov/our-work/plans-projects/economic-vitality/san-francisco-bay-area-goods-movement-plan>

Alameda County Goods Movement Plan (2016), Alameda CTC:

http://www.alamedactc.org/app_pages/view/13783